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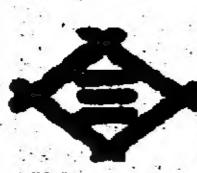
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WM. PARLANE, Manager. Hongkong, 18th November, 1901. 47

Hongkong, 21st-September, 1905

Hongkong, 17th April, 1907.

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LINGHONG OFFICE: 104, DRS VOLUX ROAD ONI ON OFFICE: - 131, FLENT STREET, E.C.



помякомя, Априят 28гн, 1907. A newspaper in Burma does not share the popular Hongkong and Singapore opinion of the Crown Agents' system. Like Sir MATTHEW NATHAN, the Rangoon Gazette considers that, though they have been given a bad name, they should not be suspended. Every opinion, like overy child, has a right to benevolent treatment after birth, unless the Platonists who recommend euthanasia for aborted specimens of humanity be deemed to be in the right. The Singapore Free Press considers that the Rangoon opinion is a born cripple, conceived in ignorance. Apparently, remarks our southern contemporary, the Burman journal w " without any knowledge of the hopelessly anachronistic ways of a department that hade its uses half a century ago in the days of sailing ships, and is now in the days of enble communication a mere awful example of doddering commercial senility." Such vigorous language must have been inspired by strong convictions, acquired from actual experiences; and certainly those who have gained any knowledge of the performances of this aristocratic, plutocratic, and autocratic bureau are not likely to cavil at the shoddy ricketty line at a figure disgracefully principal medical officer, and was present in Interest in them and if there are any who willagrie with the opinion that for places like Hongkong, Singapore and Ceylon its things may not have to be written of our ministrations, are undesirable,

temporary calls it a fifth wheel; we should | indications that it is going to be a dear ITELEGRAMS. prefer to describe it as a "slipper," a clog, on the other wheels. For such places, emancipation from the bondage of the Crown Agents would be as economical blessing. It could do no harm, for, as our contemporary says,

With their energetic business populations, their go-sheed trade, and big turnover of exports and imports, with their keen public spirit and watchful press, there would be not the least chance of jobbery in the supply of commodities and materials to the public departments. The sharp competition amongst firms on the spot woulddispose of that most effectively, for every firm would keep its eye on its rival, and quotations. for business would be out down to the finest point. Besides everybody would know exactly the class of artic's wanted, and if the system of admitting local business firms to competition for contracts obtained, the most powerful of all checks against misfeatance of any sort in connection with Government tenders for supplies would be in constant operation. The true solution is of the simplest. In all Crown Colonies of the first class, such as those specified above, let the Crown Agents be admitted into open competition with local business firms. Wherever, all things being equal, the local firms would do the business to the advantage of the Colonial Government in price, quality and expeditionsness of supply, the business should be done locally. Where the Crown Agents could offer the a vantures aforesoid, the business should go to the Crown tracts connot be met entisfactorily by the dawdling and often blundering methods of the Crown Agents, expedition may of itself direct the adjudication of the contract to the selected local firm tendering the best terms. If we have competition between the Crown Agent and local firms, these latter cannot complain if the Crown Agents undercut them. such competition would be good all round, for it would tend in Government business to keep down the rates local firms tendering, and that again, when the figures came out, would operate as a check on

of a first-class Crown Colony. There is certainly something fishy in the persistent way in which, despite numerous questions and suggestions in Parliament, all interference with the Department staved off. The most reasonable proposals, like that in the foregoing quotation, are met by a passive resistance that savours strongly of the fashion of Peking. It very discouraging to those who favour reform of this most un-English feature of administration, but we hope that efforts to put it, where Casar's wif should be, above suspicion, will be allowed to slacken. Until there is evinced an honest desire to judge the Department on its merits, and until its apologists have the verdict of public opinion. on their side, it is the duty of all believers in pure administration to continue demanding the strictest un-official investigationproved desireus of tackling the question deserves support.

general local business charges. But to continue

the Crown Agents as monopolists is bad for

them and bud for the sentiment of commercial

independence that is due to the sense of dignity

Here is the extract from the Rangoon Gazette:-

A recent Parliamentary paper supplies some interesting details concerning the magnitude of the works with which the Crown Agents have been connected for the last ten years and the fees paid to their advisors. The figures given here relate to some eight or ten tropical colonies, and only to railways. The engineers dealt with are in the front rank of their profession, and they supervised the expenditure of nearly fifteen millions sterling. For doing this they received in the shape of selary £42,440, and, for office expenses, £57,200, the two tog-ther representing 68 per cent, on the total outlay. Private persons would be very glad if they could obtain professional assistance as cheaply. Local agitation against and jealousy of the Crown Agents is not unnatural on the part traders, and local officials have the same tendency, because they would have a freer hand if supplies were obtained on the spot. We do not suggest that in adopting this attitude officials are prompted by unworthy motives. In many respects it would be more convenient to obtain articles on the spot, as the present system involves much circumlocution, and delay. But there cannot be a shadow of doubt that the existing system is, on the whole, a good one. No local trader can buy to as much advantage as the Crown Agents, and local purchase in small communities would lead irresistibly to. abuse. Experience has in hundreds of instances proved these statements to be correct. The Colonial Secretary is, therefore, well advised in discouraging the practice of obtaining supplies locally unless there be good reason for it. Of course, it has to be resorted to when the quantities at one time are not large, or speed is

That is amazing enough to warrant the supposition that it was "writ sarkastik." What private persons would be glad to pay for professional assistance in any undertaking 68 per cent. of the total outlay? Who would like, when building a £400 cottage, to think the architect had taken the service as an assistant surgeon in the 44th £272 of the money! And our Rangcon contemporary, be it noted, frankly admits in conclusion that where time is a consideration, the Crown Agents are better ignored. It discusses only the railway work of the department. That interests us locally, as it does Singapore. The Free Press declares that "the Crown Agents made the most colossal fiasco imaginable of the Singapore-Kranji railway, a farcical job that has been the Aunt Sally of public opinion ever since its abortive début. - . . . giving us a over the estimates, costing heavy sums in. upkeep as a result." We hope similar

bargain. An e quiry as to the comparative cost of rails would be interesting. Perhaps if an un-official member of the Legislative. Council were to ask this question : "Can Government ascertain the truth or therwise of the allegation that the

Chinese have been actually receiving China the same rails for less per ton the Crown Agents have charged c. b. to us," the answer might be interesting. That statement has been made to us, and if substantiated, it says sufficient to warrant a good deal of complaint regarding the existing system.

The English Mail of the 27th July was delivered in London on the 26th instant.

The disbanded Korean soldiers are raising a svoit in the Eastern Provinces. Scoul remains quiet and the universal opinion is that the behaviour of the Japanese in face of trying circumstances is admirable.

The return of visitors to the City Hall Library and Museum for the week ending the 25th August, 1907, shows that of non-Chinese there were 320 to the Library and 121 to the Museum, and of Chinese 145 to the former and Age ts. But the element of time is of the first 1,601 to the latter. The Library was therefore visited by 465 persons, and the Museum by | vard

> A marine hawker was yesterday at the Magistracy fined \$10) for four offeness. He was convicted on three separate charges of having unlawful possession of a number of articles, which included knives and spoons etolen from the Hongkong Clab, and he added to his offences by offering a bribe of \$1.2) to the officer who arrested him.

Prince Ching has recommended Chen Pi. Yang Shih-chi and Lu Pacchung to be appoint. ed to the office for compiling and investigating constitutional government. He also advocates dividing the office into sections, each section to have three or four secretaries, both Manchus and Chinese, Teao Yuan chung and Me Shibchieh being mentioned amongst the candidates.

Through the parting of the life line, a Chinese diver while at work on the cable ground near Haughom Bay on Monday, was killed. When he did not come to the surface after being under water for about half an hour those on board the diving junk became anxious, and another diver on going below found his comrade lashed to the radder of the junk. It would appear that comething went wrong with the air tube of the dress, and the diver in his beste to cut away the ropes which-bound him to the junk also cut away the life line, his only hope of salvation.

It was reported at the last sitting of the British Chamber of Commerce in Paris that the executive council of the Association of Chambers of Commerce of the United Kingdom desirability of an Auglo-French agreement for the protection of British merchandise marks in France and of French marks in the United Kingdom. Since attention was first directed to this question some years ago by the British Chamber of Commerce in Paris there has been an increasing recognition of its importance in both countries, where commercial organizations are now making representations to the two Governments as to its importance.

Some misunderstanding seems to exist in a story published to the effect that little Prince George of Wales was noticed sweeping the carpeted steps at Buckingham Palace on July 26th, using "a broom considerably bigger than himself," and, evidently with a view to preparing for the departure of his grandpaps and grandmamma" for Hampstead. The "broom" referred to was a carriage block -a piece of wood with handle attached which footmen place against carriage wheels so that the vehicle may be less liable to movement while its owners are entering or alighting. The young Prince, more bent on athletics than on carpat sweeping, was exercising his muscles by swinging this block around him The story detailed how, after a remonstrance by an attendant, the Prince put saide the broom. but soon reappeared, and "commenced sweeping" more busily than ever." As a matter of fact, says the Daily Telegraph, auxious to keep the thrilled universe in the right regarding this historic event, the attendant was under no misapprehension as to the Prince's form of exercise, and his remenstrance took the following form: "Please wait until you go to Scotland if you wish to practice throwing the hammer, or you will be smashing the window,"

Surgeon Colonel Edmund Greswold Mc. Dowell, C.B., died at Portland on July 26th at the residence of his con-in-law, Major E. W. Briscoe, late R yal Artillery, Governor of his Majusty's Convict Prison. The decrased officer was born on November 30, 183', and entered Crawford and R. H. Baxter (skip). Regiment on November 6, 1855. He was promoted surgeon in the Army Medical Staff on September 5, 1870, surgeon-major on March 1. 1873, brigade surgeon in the Army Medical Department on August 4, 1881, and deputy. surgeon-general on March 4, 1886, retiring as a surgeon colonel of the Medical Staff on November 30, 1891. He served with the 44th Regiment in the compaign of 1860 in North Chins, including the storm and capture of the Taku forts of 1882 (medal, 2rd Cass of the Medjidieh, and Khedive's star). He also served is the Soudan expedition under Sir Gerald Graham in 1884 as the engagement of El Teb and Tamil (twice Heside one danohter he leaves two some McDowell, C.M.G. Principal Civil Medical Kowloon Cauton line. So far, there are Officer, Straits Settlements.

["DAILY PRESS " RECLUSIVE SERVICE.]

SULTAN OF MOROCCO PROCLAIMED.

London, August 26th. It is confirmed that the Sultan's rother has been proclaimed Sultan of Morocco,

ENGINEERS AND THE TRADE UNION CONGRESS.

London, August 26th. The Amalgamated Society of Engineers has withdrawn from the Trades Union Congress.

LAUNCH OF A BRITISH BATTLESHIP.

London, August 26th. The new battleship Temeraire has been launched at Devonport Dock

REUTER'S SERVICE.

THE BRITISH NAVY.

- London, August 25th. The Temeraire, the third of the Dreadnought class, 18,650 tons, has been launched at Devenport.

RUSSIA AND JAPAN

LONDON, August 25th Russia and Japan have decided to raise defendant had applied for it many times. their respective legations to the status of introduced at the opening of the ne

THE UNITED STATES FLEET

... LONDON, August 25th.

At a conference at Oyster Bay between President Roosevelt and the Officials of the Navy, the details of the visit of 16 battleships to the Pacific in December were decided upon.

THE OPIUM QUESTION.

London, August 25th.

In the House of Lords, Lord Fitzmaurice said that the Government had not yet heard that China had formally assented to the American proposal for an international conference on the opium trade; therefore no representative had been appointed.

THE JAPANESE CRUISERS IN EUROPE.

London, August 25th. The Tankuba and the Chitoss are at

RAILWAY COLLISION IN FRANCE

London, August 25th, The Bordeaux-Paris express collided with a goods train at Coutras, seven were killed and thirty injured.

THE MONEY MARKET IN THE UNITED STATES.

LONDON, August 25th.

Washington wires that the Treasurer will begin this week to make weekly deposits with the National Banks, for at least five weeks, to meet commercial needs, and to prevent the stringency from disturbing the business of the world.

LAWN BOWLS.

KOWLOON Y, POLICE,

On Saturday afternoon, communicing at 4.33 the Kowloon Bowling Green Club play their return match with the Police Club on the latter's ground. The following have been selected to represent Kowloon : -W. Russell, T. Petrie, T. Neave and A.

Ramsay (skip). W. Taylor, D. Keith, W. Hu'chison and

J. C. Gow (skip). C. W. Alexander, J. Menzies, W.

"IN VAIN IS THE SNARE."

The following is a decree of the Empress Downger :- The Board of Agriculture, Works, and Commerce, has memorialized the Throne that the Chinese in the Fonthern ports have established a Chamber of Commerce and wish Us to despatch a high official to encourage them. The majority of the Chinese who reside in the Southern ports abroad are engaged in trade and of their own accord they have. organized a Chamber of Commerce. We (medal with clasp and in the Egyptian war appreciate their success Therefore We hereby appoint Yang Shih-chi, the Junior Vice President of the Board of Agriculture, Works and Commerce, to proceed to various ports ab oad return to China with large amounts of funds to mentioned in despatches, C.B., and two clasps), develop the Commerce of China they will not Major-F. McDowell, R.A.M.C., and Dr. L. K. but properly protected by the local authorities so as to encourage the Commerce of China and

SUPREME COURT.

Tuesday, 27th August. IN SUMMARY JURISDICTION

Before Mr. A. G. WISE (PUISNE JUDGE).

A DISPUTED LOAN.

Action was brought by Leung Lok-cho to recover from Chiu Tsun ting the sum of \$200. money lent on March 13th.

Mr. F. X. d'Almada e Castro appeared for the plaintiff, and Mr. R. A. Harding for the defendant.

Plaintiff said defendant borrowed the amount claimed on March 13th, giving in exchange a stamped decument. The money was paid to defendant by one of plaintiff's fokis who had since sailed for Australia. Witness had applied for the money many times, but had always been

In cross-examination plaintiff said he had lived in Hillier Street for six or seven years. He was engaged in the matting business, but did not ship coolies to America. Defendant did not lend witness \$200 on February 28th.

Mr. Harding-Will you explain how it is that in the do samen, you produce you don't mention the am unit was advanced as mon y lent?-We were friends.

generally stated why the money was advanced? was awakened about 10 o'clock by a noise outside -It is a stamped document

And has only a firm's chop on it? -I trusted to defendant adding his signature. We Chinese trust each other ... You know the defendant has been in business

here for nearly 30 years?-Yes. And keeps a large seamen's boarding house!

ways you sent aboard?-No. defendant lent the plaintiff \$200, which was a instead. loan for a week only. No receipt was given for

it, but the money was not repaid, although the Defendant told the Court he made a loan of Embassies. A Bill for this purpose will be \$200 to the plaintiff, and produced his firm's

book showing the entry. The amount was not repaid at the end of a week as arranged. Sometime later a man called at his boarding house, handed him \$200, and said it was the amount plaintiff owed him. Defendant gave a receipt for it. Plaintiff never applied for the sum for which he sued, but he quarrelled with the defendant because the latter would not allow him to "steal some berths" for stowaways. When witness took these men off the ship the boatswain absoonded, and plaintiff said he took with him \$700 belonging to him.

Mr. Almada - Why didn't you put on th document you produce "received payment for loan" P-I didn't think of it.

You have been a business man for thirty years and you want the Court to believe that you don' know how to write a proper receipt?--Chinese generally write them as I have done.

Didn't you use the chop you did with the -Li-t -4 ----- or payment afterwards? No After hearing further evidence his Lordship gave judgment and costs for plaintiff. A SEAMAN'S DEBT

Mak Ying sued Cheng Kwai to recover \$100 money lent on August 16th. Plaintiff was represented by Mr. d'Almada and defendant appeared in person. He said he owed \$41.85;

Plaintiff told his Lordship the defendant was going to load sand and earth for her. She ad vanced him \$100 to repair his boat which had been damaged in the typhoon. Defendant had not carried any saud or earth, so the amount was His Lordship to defendant)-Do you want

to ask any questions. Defendant-I have a lot to say. Defendant was then sworn, and

Court be got \$161.50 worth of goods. Then he borrowed \$100 from her. He had carried \$219.85 worth of earth.

Judgment was entered for plaintiff with costs. A WIDOW'S DIFFICULTIES,

Chan Chung-pui, trading as the Kwong Wing Shing at 180, Wellington Street, sought to recover from Ngan Shi, widow, of 248 Holly wood Road the sum of \$535, being as to \$5'0 principal and \$35 interest.

Mr. H. Hursthouse (of Messrs. Dennys and Bowley) appeared for plaintiff, and Mr. S. W. Tso for the defendant.

Plaintiff said he lend the defendant \$5 0 on October 19th, 1905, and she gave him a note of acknowledgment. The manager of the defendant's shop, the Kui Tak, approached him and said his mistress wished to borrow \$500 to buy pearls. Plaintiff agreed to advance the amount, and when the widow called he banded her five \$100 hills. She had not repaid any part of the principal.

In cross-examination plaintiff said the defendant was a relation of his. When the Kni Tak shop closed he was one of the chief creditors. Previous to advancing the amount for which he was suing, plaintiff lent the defendant \$1000. and on due date he pressed her for payment She told him she could not pay him then, adding-"You need not be afraid. I will repay you even if I sell my sons and daughters.] will not owe you a cash."

Defendant said she was the mistress of the Kul fak shop. She did not remember making a promissory note for \$500 in favour of the defendant, and had never seen the one produced before. She did not authorise her manager to borrow \$500. The Kni Tak shop closed on December 15th last year on the advice of the plaintiff. She never owed plaintiff any money, tion received, discussions are still proceeding but her shop did.

Cross examined-The Kui Tak belonged to her husband, who had been dead about nine

in this action was served on her she denied her

She knew about the deed of composition put in. Theoreditors were to get \$32.06 per cent. Witness gave a charge on her property in Canton to cover what was owing plaintiffic

After further evidence was taken, the case was adjourned.

MURDER ON DUMB BELL ISLAND.

Another murder has been reported to the police, the tragic occurrence on this occasion taking place on one of the islands in the archipelago which lies to the west of Hongkong. And, as is not unusual, there is a "woman in it." There is some dubiety as to what events actually preceded the fatal act, but the fact that the murdered man had his quene out is significant to those who understand Chinese customs. The circumstances as known to the police are.

these. A man named To Hing Chun, a fisherman in the Miu Wo village, went to the Police Station at Lantau on the 26th inst. and reported to Sergeant Angue that a robbery had taken place at his house the night before. While he was still at the station the wife and brother of the deceased arrived upon the scene, accompanied by a lukong, and stated that To Hing Chun had murdered the deceased. The brother, Tan Muk Yau, farmer, declared that while asleep But you know in a document like that it is in his house on the night of the 25th inst, he Getting up he discovered that the disturbance was at To Hing Chun's house, and on proceeding there he saw To Hing Chun holding his younger brother, Tam Muk Fat, by the queue To Hing Chun struck his brother over the head and legs with a chopper, and the wounded man fell to the ground. Tan Muk Yau went to the assistance of his brother, who, though seriously Didn't you have a quarrel with him by reason | wounded, told him that he had gone to To Hing of his turning off the s.s. Dakota certain stows- Chun's house to demand the return of some \$2 or \$3 which he had lent to him, but that the Mr. Harding said the defence was that the latter had refused to pay him and assaulted him

> To Hing Uhun's wife is said to have played a part in the tragedy, but she disappeared before the police learned of the occurrence.

Tan Muk Fat succumbed to his injuries about an hour after they were inflicted. The suspected man, To Hing Chun, was brought before Mr. C. D. Melbourne at the Magistracy yesterday and remanded till Saturday.

> TESTIMONIAL AT KOWLOON DOCKS.

TO MR. ROBERT BROOKS.

On Monday evening the members of the Kowloon Dooks Staff met to present Mr. R Brooks with a token of respect and esteem on his leaving the firm. He sails by the P. and O. steamer Sunda to-day (28th). Mr. T. Neave Superintendent Engineer, on presenting Mr. Brooks with a gold hunter watch on behalf of the Staff said he was very sorry that the occasion had arisen to make the presentation, as Mr. Brooks had been ordered home to go under an operation. He trusted that the operation would be successful and expressed the wishes of all present that Mr. Brooks might have a quick recovery to health; he had the appreciation of the Company socially and otherwise. All present had plenty of work in front of them and not enough occasion to study bealth. He wished Mr. Brooks and family "God speed." Mr. Brooks feelingly replied, thanking them for their handsome gift and said he would carry with him many pleasant recollections of his friends in Hongkong.

Mr. Davison, Acting Superintendent Shipwright, and Mr. T. Oates, expressed regret at Mr. Brooks departure in such circumstances. The company dispersed after singing "He's a jolly good fellow."

LARCENY OF SUGAR.

The trial of three natives on a charge of stealing sugar valued at \$5500 from Messrs Jardine, Matheson and Company, was concluded before Mr. F. A. Hazeland at the Police Court yesterday. Mr. H. W. Looker appeared for the prosecution and Mr. Otto Kong Sing and Mr. R. A. Harding for the defence.

In giving his decision his Worship said!-I have no difficulty in coming to the conclusion as to the absolute guilt of these three men. Of course, in cases of this sort, where the magistrate sits as a jury, it is only necessary. for him to say whether the accused are guilty or not, but I wish to refer to the evidence against the first defendant -the evidence of the broker. There is absolutely no doubt in my mind as to the truth of that evidence. These three men had combined with others for a common purpose, On the point of law raised by Mr. Harding on the question of possession, Mr. Hazeland referred to a case in which such possession was held to be larceny by a servant. His Worship, in conclusion, complimented Police Sergeant Hau Hang for his conduct and ability in respect to the capture, and remarked that this was not the first time he had to speak of. that very excellent po'ice officer. -Accused were each sentenced to six months'

imprisonment

OPIUM-HOUSES-AT SHANGHAI.

Sir E. Grey, having been asked by Mr. H. Law in the House of Commons whether he has any official information to the effect that 700 opium houses in the native city of Shanghai had been closed, but that similar houses in the foreign settlements to the number of 1,920 remain open; and, if so, will he say what is the ground of the distinction; and whether he proposes to take any steps in the matter, says;-The reply to the first part of the question is in the negative. According to the latest informaamong the Chinese authorities as to the practical steps that should be taken in the native city, and meanwhile no action is being taken in the foreign settlements. The foreign municipal years. She had not taken out probate or letters authorities have, however, stated their intention of administration. When the writ of summons to support to the full extent of their power any practical measures that may be taken by the Chinese authorities. I have asked to be kept. to show Our sympathy with the Chinese abread. identity because she could not understand the informed of any progress in the matter.

THE SWATOW RISING.

PROPEDINGS IN HONGKONG,

The extradition proceedings at the Magistracy before Mr. F. A. Hazeland have assumed an important aspect. The Chinese Government applied for the extradition of Iu Kir Shing on a charge of armed robbery. Mr. Morrell, Crown Solicitor, is appearing in support of the application, while Sir Henry Berkeley, instructed-by Mr. Otto Kong Sing, appeared for the defendant.

The examination of the defendant on Monday was to the effect that the Chinese Government wanted the defendant because he was concerned in the recent rising near Swatow, and as is known the British Government, according to August, is as follows :the Tientsin Treaty, is not bound to extradite any political offender.

Sir Henry Berkeley yesterday asked that his objection might be noted to the fact that he asked specifically that the defendant be warned that he was not bound to answer any question which would tend to show that he was implicated in the organisation in Hongkong of the rebellion in Swatow.

His Worship held that it was only necessary to warn defendant that he was not bound to answer any question which might incriminate himself.

Mr. Morrell-How long is it since this organisation was formed ?-Since the Govern ment ceased to take an interest in the people. When did you start the organisation !-About three or four months ago.

How many did you have in the army or whatever you called it?-Do you wish me to inoriminate these men

Don't give the names. Over 4000 men. How much did you pay them par day !-There were no wages given in a case like this. We all fight with one heart to gain one object. It only costs 100 cash per day for

Where did you get the money !- From the members of the Reform Party.

-What part did you take in the organisation? Were you engaging men or paying them? reported about the rice to the Reformed Party and on their advice got up this rebellion. I was in charge of the banners and the arms and ammunition. The leader was in charge of all the money matters.

His Worship-If there is any danger of this man being presecuted I have no objection to granting a short postponement for you to see your client and advise bim.

Mr. Morrell-I have no objection. His Worship (to Sir Henry)-You can take

him ontside and I will lend you the interpreter. Sir Henry-Thank you. After coneultation, the parties returned to

Mr. Morrell renewed his examination.

In your examination you said the rebellion was due to the rice being dear and scarce in that part !- Yes, I did say so but that was not the only thing. It was on account of the 8-Mr F. H. May excessive taxation.

You said the mandarin would take no steps to make the rice any cheaper?-Yes.

Wasn't this rebellion simply against the mandarins of the Chiu-chow district?-This rebellion was against the mandarins of Chiu-chow, but we are against the whole Chinese Government.

Do you remember saying in examination that the mandarins knew well the laws and duties placed upon them?-Yes.

Suppose the laws were carried out -Sir Henry Berkeley-What is the use of putting suppositions questions.

His Worship allowed the question. Suppose the mandarins had carried out t'e duties imposed upon them, I suppose there would have been no rebellion?-We belong to the Reform Party. The Reform Party would attack any part of China or any mandarin who does not do his duty or who treats the people harshly.

If the mandarine had done their duty, they would not have been attacked :- Most decidedly not. If they were honest in their dealings we would have been honest with them.

Continuing, witness said there was no just law in China yet. The custom had always been for the mandarins to procure rice as cheaply as possible. This custom has existed ever since 6. China was China.

Are you dissatisfied with the Emperor of Chipa!-If the Emperor acts justly I am extinfied.

Are you content with the present laws of China?-I can't read, and therefore I must go upon what I am told.

Therefore you don't know the law and you don't know whether you are satisfied or not?-Why not? People inform me and I know the law Sir Henry Berkeley-Who knows the law of England. You? Very few people know the 3-Mr H. S. Moore's Highland Bonnet law of England.

Are you content with the laws of China as they are interpreted to you? - What a question! That is the reason why we have this Reform Party.

Who is the head of the Reform Party -I shall not tell you that

Mr. Morrell-It is not you ? Sir Henry Berkeley - He is not bound

Mr. Morrell-He has already said Sun Yat

Ben. His Worship I don't think you ought to

press the man. Mr. Morrell-Did the man you said yesterds y was the head of the Reform Party know any. thing about it?-Whether he knows or knows not I am not going to tell you.

I suggest to you that this riot was simply because the price of rice was high, and to take vengeance on the local mandarins for not doing their duty? - It was the rice that drove us to it

but that was not the only thing. In this rebellion you had no idea but to punish the local mandarins Pos.

You were a merchant in Singapore !- Yes. [have been doing business in Java and Singapore. How long since? It is five or six years ago.

since I left Singapore. You have a financier ?- Yue Pik. Did you know many Chinese in Singapore

Did you make much money there?-Yes, made a few hundred dollars there and came b ack The hearing was adjourned.

HONGKONG-GYMKHANA-CLU B.

The programme of the fourth meeting to be held at the Happy Valley, on Saturday, 31st

1.-4 P.M.-THREE QUARTERS OF A MILE FLAT RACE. - HANDICAP .- For all China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. Is Prize: A Cup presented, 2nd Prize: \$25 (Entrance fees to go to winner.)

-Mr Brutton's g. Kingston ... 2-Mr Dryasdust's Grey Tick ... 3-Mr E. . Hankey's ch. Off Chance ... 4-Mr Godfrey Master's g.d. Astral (late

5-Mr A. Morfey's i.g. Southdown ... 6 -Mr Robert's blk. Velocity Mr C. H. Ross' g. Ben Eion 2-4,20 p.m.-GYMEHANA CLUB CHALLENGE

CUP.-Distance one mile. For all China Ponies. Catch weights at 10 st. 6lb. Winners of an open race or open Griffin race 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin, allowed 5 lb. To be won by the pony scoring most marks in the races for the cup counting 4 points for a first; 2 for a second and I for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the Cap, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race. and \$25 to second pony out of the Club funds. At the conclusion of the season's cup will be presented by Commodere R. H. Stokes, R.N., to the owner of the pony obtain-

ing the second highest number of marks. I-Mr Dryasdust's or. Coxcomb ... 16 Do b. Grey Tick ... 3-Mr E. Kadoorie's w. Manchurian

4 - Mr Godfrey Master's b.d. Blue Nile ... 154 3-4 40p.m. - L. DIES' NOMINATION-COSTUME RACE -About 200 yards round a post and in. Ladies to provide the Costumes. Prize for the first man is. Prize for best costum. adjudged such by a Sub-committee to be appointed by the Committee of the Gymkhana Club. Entrance fee 83. Prizes presented by the Club.

1-Mr W. G. Clarke nominated by Mrs Beasley 2-Mr W. J. Daniel 3-Mr W. S. Dupree

4-Mr H. B. L. Dowbiggin Mrs Stedman

5-Mr. G. Marshall 6-Mr G. C.C. Master

Mrs G. C. C. Master THE R. . V. Man. Mrs Reis Mrs Macfar 9-Mr A. Q. Roberts Miss Layton 10-Mr T. C. Vernon 4 -5.20 p.m.-Jumping Competition.-Open to all China Ponies. To be ridden by members of the Gymkhana Club or Officers of the Army. or Navy. Three heights over a bar. Each competitor allowed one run at each height.

Entrance fee \$5, 1st Prize presented, 2nd Prize: \$25. -Mr Brutton's 3- Mr W. J. Daniel's ... Maas 4-The Hon. Mr W. J. Greeson's ... Mamodeen 5-Mr G. C. M. xon's 6-Mr. Rolason's Minnoch ... Ben Wyvis 8-Mr C. H. Ross ...

5. 5.45 p.m.—Tent Pedging Challenge Cup.-Presented by His Excellency Major. General Broadwood, C.B. For China Ponies. To be run for five times and to be won by the rider sorring most marks at the end of the season. Best of three runs at each meeting. Points for race and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at first two Gymkhanas this season to count marks scored by them at this meeting towards aggregate only. Mementoes presented at

this meeting to be taken by riders scoring highest number exclusive of winners at the first two Gymkhana meetings this season-Entrance fee \$3. A memento presented-to the 1st and 2nd. Post Entries. -6.05 p.m. - WELTER RACE-Half a mile. For all Clina Pony backs passed as such by

the Committee of the Gymkhana Club To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 12st, 71b. Riders to stand not less than I lat. 7.b. in ordinary riding breeches. boots, gaiters and shirts. Open to members of the Jookey Club and members of both services as well as to members of the Gymkhana Clab. Entrance fee \$5, 1st Prize: A Cap presented.

2nd Prize : \$25. 2-Messrs Goldring & Reed's.

Wildman (late Highlandman) 4-Mr R. lason's Quicksand 5-Mr T. C. Vernon's 7.-6.25 p.m.-ONE MILE AND A

FLAT RACE. HANDICAP. For all China Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st Prize: A Cup presented by Messrs. Bollinger. 2nd Prize: \$25. (Entrance fees

to go to winner.) 1-Mr Brutton's blk. Septima, ... 2-Mr Dryasdust's cr. Coxcomb, b. Grey Tick ... 4-Mr Ellis Kadoorie's w Manchurian

5 Mr Godfrey Master's g.d. Astral. Do g.d. Blue Nile. 7-Mr F. H. May S. g. Highland Heather, 150 8-Mr Medico's ch. Nigel, 9-Mr Robert's blk. Velocity, ... 10-Mr Rolason's b. Beaufort 11-Mr C. H. Ross'g, Ben Eion, 152

> EX-HONGKONG SOLDIER'S PROMOTION.

Sergeant T. Morris, of the 78th Company R.G.A., has been appointed Sergean t-Major South coast of China between of the Singapore Volunteers.

WHEN HONGKONG WAS YOUNG.

- Captain John Firtzgerald, Royal Navy, whose death is reported to have taken place at Ramsgate recently, entered the service at the time of the war with Russia. As a mate he navigated to China in 1857 the "Starling." which was the first gunboat to arrive in Chinese water at the outbreak of hostilities. He took part in the operations in the Canton River, including the attack and destruction of war junks in Escape Creek, the affair in Swathee Channel, the action at Fatshan, and the bombardment and capture of Canton. While on shore with a party and posting proclamations outside the city walls. under a flag of truce, he was attacked by the garrison of Namtow, and narrowly escaped capture, subsequently taking part in the capture The actual position, so far as France is conof the place. In 18 8 he was engaged in the gunboat against pirates in Deep Bay, and participated in the destruction of their strong: hold, capturing two heavily-armed junks and taking many prisoners. For these services he was mentioned in despatches on three occasions. was specially thanked by the Governor in-Council of Hongkong for the destruction of the pirates and received the China medal with clasps for Canton and Faishan. In 1961 he was made a second master, and two years later master, and in these posts served in several vessels both on the home and on foreign stations. Having passed the examination which qualified him 10. take charge of any first class ship, he was promoted to staff commander in 1874, and retired in 1877. Among his services also he took the water is our ally Japan, from whose yards part in one of the Kaffir wars. After his the "Satsuma" and "Aki" have been put affect retirement from the Navy Captain F.tagerald during the last nine months. The position of received the appointment of dock master at this country, therefore, in respect of the most Gloncester, subsequently becoming chief harbour master and sub-commissioner of pilots at Barrow-in-Furness, and a harbour master for the Port of London, a position which he relinquished recently.

WORSE THAN ATHEISM.

REV R. J. CAMPBELL AND ORGANISED CHRISTIANITY.

aga nat organised Christianity. life-blood in violence and opp ession which produced in a materialism which marqueraded

organised Christianity."

Protestantism was just as degmatic as Catholicism, and materialism and atheism were far less dangerous than dogma.

"The Church of to-day," he continued, "hasbeirayed Christ. Dogma is one predigious lie tending to foster selfishness, and Christianity has nothing more to fight than selfishness, and nothing more to preach than love."

IMPORTANT MEMORIAL BY YUAN SHIH-KAI.

Viceory Yuan Shih-kai has memorialized the Theone on the advisability of despatching specially to atudy the constitution of these two powers as the same methods are suitable to China. Japan sent Marquis Ito to Europe and America to study constitutions for nine years before compiling the seventy-six articles of the Japaness constitution. The Vicercy also urges that the Imperial princes and dukes should proceed to England and Germany to study the the political sciences or military affairs with one attaché who is to be a learned Chinese scholar, and another a learned scholar of the foreign learning and two or three servants, and they shall live quietly in the said countries incognite as middle class gentry solely devoting. themselves to their study. There might be objection to this proposal on the plea that there is danger of revolutionaries attempting the life of the Prince and Dukes but as Duke Tsai Tee, though when leaving Peking there was bomb explosion, yet returned to China after travelling round various countries abroad safe and sound, and moreover in England and Germany the police system is so complete that it is not necessary to fear any Sauger, etc.

"PIFFLE AND HYPOCRISY.

AN OUTSPOKEN LABOUR MEMBER.

Mr. Pete Curran, M.P., speaking last month at a demonstration of the Gssworkers and General Latourers' Union, at Edmonton, said that for piffle, organised hypocrisy, waste of time, and degenerate methods, he did not know an assembly to beat the British House of

If the workers did not return sufficient men to that House to revolutionise the precedure, they would never get anything useful done there. Things would be altered when the Labour members were increased from 32 to 2(t). Now the Tory aristocrats and the Liberal plutocrafs went off to dinner, and until they returned men were put up to keep the talking. machine going. At ten o'clock they came walking in in evening dress some of them sober, and some of them otherwise, and then from ten o'clock until three in the morning members danced about the lobbies.

WEATHER REPORT.

The Hongkong Observatory yesterday issued The lonowing report:-On the 27th at 12.65 p.m. The barometer has risen slightly in P. Japan, as d fallen a little. over 8. China and the Philippines.

Pressure remains low, about 0.3 inch below the normal, over S. Japan and the Looshoos, and it is still in defect by 0.1 inch and upwards on the China coast. Pressure is highest and normal over the S. Philippines.

Moderate N.W. winds are indicated in the Formosa Channel, and moderate W. to S. winds over the N. part of the China Rea. Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches The forecast for the 24 hours ending at noon to-day is as follows :--

moderate. - Hongkong and Lamocks

Same as No.1. selected Hongkong as the place to send the Hongkong and Hainan.

THE NEW BATTLESHIPS.

The following extract from the Times arrived fortuitously with our telegram announcing the

launch of the "Temeraire": -To-day, at Portamouth, the "ellerophon," the second British battleship of the Dreadnought type to be put info the water, will be launched and named by Princess Henry of Battenberg, with the usual religious and other ceremonies prescribed by the custom of the sea. A third ship of the same type, the "Temeraire," will be launched at Devouport on August 24, and named by Lady Fortescue. Thus this country will have affoat three of these huge battleships, and one of them actually in commission, at a time when the other European naval | owers have done little more than decide to copy the design. cerned, is that the construction of six vessels of similar type has been authorized; the materials for these thips have been ordered, but it is as yst uncertain whether the keels of any of them have been laid down. In Germany, four similar vessels have been anthorised, and the keels of two have been laid down. Russia is merely credited with the intention of beginning a programme to include ships of the same character. In the United States, too, progress in this direction is not more advanced than it is in Europe; two similar ships have been anthorized, and the contracts for their construction have quite recently been signed with private firms. The only aval Power which has vessels of like character to the Dreadnought in important class of war vessel, the capital ship cannot be regarded as otherwise than astisfactory. The "Bellerophon, "like the "Temeraire" un

Superb," which is building at Elswick, is to be

of the displacement of 18,600 tons, or 700 tens more than the "Dreadnought," the additional tonnage being, it is understood, distributed partly in weight of hull and partly in armament In general design, however, these vessels follow closely that of the "Dreadnought," although th experience gained in the trials of the lette vessel has been utilized both for improvemen The Rev. R. J. Campball, at the City Temple in methods of construction and in severe last month, delivered a sweeping indiciment important features which have not yet been made public. As in the case of other ships Orthodox Christianity, he eaid, was false novel design, particularly when provided with to religion. Russia was pouring out its newtype of engine, a considerable difference of opinion prevails among engineers as to the form the Church dressed in the garments of sanctity. of sroew propeller likely to give the best results. Oppression in the Congo. was probably the Fir William White, at the conference of Civ worst and the most bloody in the world's history, Engineers recently, referred to this matter, and yet Rome and Roman priests kept silence, reminding those present that the turbine-driven living upon the gold which such oppression propeller was in its infancy, and that some allowance, therefore, should be made for the comparatively small experience with turbine-"It is my belief that the day of the official driven scrows. It must be recalled that for over priest is over. We are getting back to first half a century various types of propellers have principles, and the seed of life is no longer | been tried with reciprocating engines, and yet engineers differ as to which design is the best The marine turbine has been under trial for scarcely a fifth of that time, it should not then, be a cause for surprise, much less fo alarm, if the authorities should desire to try several kinds of screw propeller in the "Dread nought" hoping that with the experience thus gained the most efficient form may be discovered Similarly, a constant advance in the improve ment of ordnance has been maintained, and it likely that a more suitable gun for the antitorpedo defence armamant has been found the 4-inch, and that as this weapon will take the place of the 12-pounder of the "Dreadrought some alteration in the disposition of this ba tery will follow. The disposition of the regard to the turred warms be altered, quarter deck-the centre one, indeed, of those arranged in the middle line of the ship. guns in this turret are masked by the after turret for a right astern fire, and in order remedy this the turnet can be raised until it is on the same level as that which is on th forecastle. This change will have the effect of improving the right-astern fire, as well as give these guns a wider, ore of fire on the beam. possible, also, that part of the i cressed displacement may be used for an increase of defensive armour, but no efficial information has been touchesfed on this point. It may be

> all the British Dreadnoughts shall operate The fact that a ship has been launched and her hull placed in the water does not as experience in past times has shown, always indicate her speedy completion for service. Bu in this connexion an interesting comparison may be drawn from the case of the "Dreadnought, which, laid down on October 2, 1905, was launched 4 months and 8 days later, and completed for her trials in 12-months to a day. The "Bellerophon" was laid down on December 3, 1906 and is to be launched in 7 months 24 days from that dater She har, therefore, been nearly twice as long on the stocks as the "Preadnought;" but she has had an additional 1,000 tons built inte her, the launching weight being 7,000 tone, instead of 6,000 in the case of her predecessor. Even if we assume that she also takes (wice as long to complete after launching as did the "Dreadnought," she will still be finished Cctober, 1908, or well inside the two years, the nominal time mentioned for her completion. The "Temeraire," at Devenport, will have also been just 7 months and 24 days on the stocks when she is launched in August next, and this is no coincidence, for with both vessels a precisely similar programme has been settled—the materials are, delivered and built in to prearranged scheme-and the two vessel, nothing untoward occurs, should be completed and ready for sea within a month of each other as in laying down and launching.

assumed, however, that, whatever difference is

made, nothing will be permitted to affect the

design in a manner prejudicial to the homoge

neity of the fleet in which it is intended that

FRIGHTENING THE CHOLERA DEVILS.

RICKSHA COOLIES ORGANISE & PROCESSION.

grand procession recently for the purpose Robinson in the dockyard. On the right of her of frightening away the cholera devils. Royal Highness were the Commander in bief, It is understood that the procession cost \$2,000. Endy Jackson, Prince Leopold, and Lady Watts, everyone in the procession was garbed like a Lady Bosanquet, the Duke of Wellington, Mrs. hantu and had a fiercely painted face. They Rebinson, Rear-Adm. Sir H. Jackson, and Lady paraded the streets occupied by rickeha coolies Adela Cochrane. After the King's health had turline system, and it is now proved that the they were received with oracker firing. Most numerous "spooks" were about at the time. Hongkong & Neighbourhood \winds, moderate; well be launched into the sea by the ricksha received by her on her arrival. coolies from the vicinity of Ophir Boad. The idea is to send all the cholera demons away. the from Singapore by the boats to some other country. It is said that the Chineso have

cholera to !- Bingapore Free Press,

HENRY SIMPSON & CO.'S "WHITE SEAL

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14 QUEEN'S ROAD CENTRAL.

LAUNCH OF THE "BELLEROPHON."

"A splendid success" was the verdict of the many thousands of spectators who witnessed the launch of the battleship "Bellerophon" by Princess Henry of Battenberg, at Portsmouth, on July 27th. There was considerable anxiety as to the weather early in the morning, as the day broke thick with falling rain; but by 11 a.m. all was changed, the clouds cleared off, and the sun shone as if determined to add its brilliancy to the day's proceedings. The sence of Royalty and the interest displayed in the vessel-herself, as being the largest ever innached in the port, drew together an enormous crowd of people, and the excellent arrangements which had been made by the Admiral-Superintendent and his officers enabled all the spectators to obtain an uninterrupted view of the launch. Every preparation had been-made for giving her Royal Highness a fitting reception. The ships at Spithead and in the harbour had been dressed at 10 a.m., and later on a guard of honour, consisting of 100 Royal Marine Artillery, under Capt. R. O. Paterson, with the band of the "Excellent," was mounted on the South Railway Jetty, where the following officers awaited her arrival :- Adm. Sir Day H Bosanquet, Commander-in-Chief; Maj. Gen. Sir Henry Settle, commanding Portsmouth

defences; Rear-Adm. Sir Percy Scott, com-

manding the First Cruiser Squadron; and Commodere A. A. C. Galloway, with their respective staffs. Princess Henry of Battenberg, accompaniedby Prince Leopold and Mr. and Lady Adela Cochrane, and attended by Col. the Hop. F. MUSIC: Cochrane, and attended by Col. the Hou. F. crossed over from Cowes in his Majestv's yacht "Alberta," flying the standard of he Royal Highness. The design of the standard has recently been approved by the King, and it was flown for the first time on Saturday. The ships at Spithead fired a Royal salute, the ships were manned, and paraded guards and bands as the "Alberta" passed, and similar honours were accorded by the ships in the harbour as the yacht approached the jetty. After receiving the assembled officers, the Princess, accompanied by the Commander-in-Chief, drove. to the building slip. In the vicinity of the artistically decorated launching platform guard of honour of 50 seamen from the Royal Naval Barracks and 50 Royal Marine Light Infantry, with the band-of the Royal Marine Battenberg, 27th July, 1907,"-The Times. Artillery, was posted; and assembled on the platform were Rear-Adm. C. G. Robinson. Admiral Superintendent of the Dockyard, and Mrs. Robinson ; Lady Bosanquet and the Misses the Mayor and Mayoress of Portsmouth, Lady Settle, Admiral of the Fleet Sir Nowell Salmon Baird, Adm. Sir Archibald Douglas; Mr. T. to the House that the bill should be passed as Mitchell, manager Constructive Department drafted, with the insertion of an agreed clause the Dockyard; Mej. Gen. W. T. Adair, to meet the case of tugs, D.A.G., Royal Marines; Adm, Field; Capt. H. L. Tottenham, Captain of the Dockyard, J. T. Corner, C.B., and Mrs. Corner, Miss. Douglas, Sir Juigo and Lady Thomas, Colonel Commandant. E. P. Evans, C.B., R.M.L.I., and Col.-Commandant W. Nicholle, of Garrisen Artillery, Flag-Capt. and Mrs. Moor, Mr. T. A. Bramsdor; M.P., and Mrs.

Bramsdon, together with many naval officers, officials from the Admiralty, and the principal officers of the dockyard and their wiver. On her arrival at the building-slip, her Royal Highness was received by the Admiral Super per cent intendent, who introduced Mr. T. Mitchell, under whose supervision the vessel has been Luilt and by whem the launching arrangements were explained. Master Vernon Robinson presented the Princess with a bouquet. The religious service, which began at 12.10 p.m., having been read by the lev. A. P. Hil. chaplain of the deckyard, her Royal Highness named the ship, saying, "Euccess to the ship l eller phon and all who sail in her." Princess, assisted by Mr. Mitchell, then applied the chisel and mallet to sever the rope which the weights over the dog-shores were suspended. Instantly the ship began move, and, gathering momentum as she glided down the well-greated ways, plunged into the water, the band playing "God Save the King" and Rule Britannia." Cdm. Robinson then called for three cheers for her Royal Highness, moment presented a most animale! appearance. bunting of the gaily dressed ships in the distand striking. Prince Edward of Wales, with launch from the "Seahorse" and "Magnet,"

which were stationed in the harbour opposite the Admiral-Superintendent's house, where prin-There were lanterne, digs and torches and and on her left the Admiral Superintendent, with much beating of gongs. At each depot been drunk, Adm. Robinson, in a brief speech, thanked Princess Henry for the honour the of those attacked by the cholers were ricksha had done them that day in launching the coolies, and the members of that community "Bellerophon." A reception at the Admiralbelieve that they have now frightened away the Superintendent's house, rendered the more cholera demons. The precession attracted a enjoyable by its simple informality, followed good deal of interest in the Kampong Glam the luncheon, and her Royal Highness left at for the associated companies, several of which district. Chinese children were not allowed to 2.30-p.m., accompanied by the Commander-in- are in contemplation, will be similarly engined. view the procession as it was believed that Chief and the Admiral Superintendent, Royal honours being rendered on the Princess's We learn that four or five model junks | departure in the "Alberta" similar to those

released the ship, enclosed in a han somely. Charmante will enable you to do, it. Her carved oak casket, were presented to her R cyal Specialities for the Skin are the study of a Highness, On the lid of the carket was a carred h representation of the "Bellerophon," mounted

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DANCE MUSIC

DATEST COMIC OPERA SCORES

JUST ARRIVED

Hongkong, 29th November, 1906. n the winged horse Pegesus, slaying the himsers, and on the front, on a gold plate, was inscribed-"H.M.S. Bellerophon, launched at Portsmouth by H.R.H. Princess Henry of

FUNNELS AND FLAGS.

"FREAK" SHIPS. Trade's Merchant Shipping (Tonnage Deducand Lady Salmon, Adm. Sir J. Baird and Lady tion for Propelling Power) Bill, have reported

The bill was introduced to abolish the privileged position of "freak" or "cheat" and Mrs. Tottenham; Inspector-General J. ships, which as so constructed that their net Porter, t.B., R.N., Engineer Rear-Adm. register tonnage is extremely small in proportion to the gross, and therefore escape a large share of the dues on entering dock. By the bill as drawn by the Board of Trade and approved by the Committee, the deduction for R.M.A., Mrs. Evans, F. B. Buny, Commander propelling power is limited, to 55 per cent. of the gross tonnage after deducting crew and pavigation spaces; or in other words, the net tonnage must not be less than about 40 per cent, of the gross. Opposition came chiefly from the dock in the Bristol Channel who wanted the figure 55 per cent. reduced to 35

NEW METHOD OF STEAMSHIP PROPULSION.

The White Star Line have sent the following to the Press :-Owing to the advance of the steam turbine. the question of propulsion is prominently in the minds of shipbuilders, shipowners, and the general public whenever a new steamer is announced, and, although some companies have adopted the turbine system in its entirety, a general agreement has not yet been arrived at to dispense with the system of reciprocating by engines. It was recently announced that Mr. Ismay had placed an order with Messrs. Harland and Wolff on behalf of the Dominion Line, which, as is generally known, is in association with the White Star Line, for a large passenger steamer to be constructed at Belfast for the trade between Liverpool and Canada, and later it was announced that this which were heartily given. The harbour at this stramer, would be quickly followed by another. It is of interest to learn that in the first of -The stately bull of the newly-launched battle- these steamers a new, principle in marine ship, flying Princess Henry's slandard, the engineering has been decided upon in a numerous steamers filled with the fluttering combination of turbine machinery and reciprocating engines. The proposal which ance, combined to form a picture both bridient has just been adopted is to fit two sets of q adrupte expansion engines balanced the other cadets from Orborne, witnessed the on the builders usual system with the addition of one low pressure turbine. Each will be quite independent of the others, and will have its own shaft and propeller, so that the steamer will After the launch, the Princess drove to the have three distinct installations of machinery and three separate propellers. It is expected cipal officers of the dockyard and their wives that this combination will have many advantages The Hockeha ricksha ecolies organised a were presented. A luncheon w s given by Adm, for ocean liners, embracing the merits of and the berefit obtainable from a greater expansion of steam in a low pressure turbine.

Many have excressed surprise that in the new White Star steamer "Adriatio" the example of other lines was not followed in adopting the reciprocating engines in view of the combination shove referred to having been still under consideration, and now for the first time adopted. Should this prove the success which is expected. it is fair to assume that future vessels to be built

HOW TO BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait The mallet and chisel with which the Prin cess | Charmant and Special Skin Tonic and Ponper lifetime A. S. Watson & Co. Ltd. Sole Azents

"HAICHING." Captain A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 30th inst. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co.; General Managers, Hongkong, 27th August, 1907. NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES. PRINZ HEINRICH." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium. Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon, whence delivery may be obtained notice to the contrary be given before Tugs-DAY, the 27th inst., at 11 A.M.

Optional Cargo will be forwarded unless No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject All broken, chafed, and damaged-Goods are to be left in the Godowns, where they will be emmined on the 2nd Sept., at 9.30 A.M. All Claims must reach us before the 6tl September, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 27th August, 1907.

AMERICAN ASIATIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL. THE Steamship

"INDRAVELLI," Captain Cullington, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company'. Limited, at Kowloon, and stored at Consigness, risk and expense. No claims will be admitted after the Goods hate left the Godowns, and all Goods remaining undelivered after the 2nd September

will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will. be examined on Monday, the 2nd September, Sea Bathing, Boating, Cricket, Football, etc. at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be constersioned by SHEWAN, TOMES & Co., General Agents, Hongkong, 27th August, 1907

INTIMATIONS NIPPON YUSEN KAISHA

DY authority of the Board of Directors, the Undersigned has To-day assumed Charge of the Company's business, at this Port, vice MR. A S. MIHARA transferred to New York. T. KUSUMOTO,

Manager. Hongkong, 26th August, 1907 STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE. THE SETTLEMENTS This Month (August) will take place on FRIDAY next, the 30th instant. E. J. MOSES,

Hon. Secretary. Hongkoug, 27th August, 1907. NOTICE.

THE UNDERSIGNED, having Tendered their Resignation, beg to inform the Public in General that they will cease from SATURDAY, the 31st instant, to be the Agents in this Colony of the AGENCIA no BANCO NACIONAL ULTRAMARINO, Macau. ROZARIO & CO. - Hongkong, 22nd August, 1907. . 1379

SATURDAY, 31st August, 1907, commencing BANCO NACIONAL ULTRAMARINO. The Charge of Admission will be \$1.00 for THE Agency of the above Bank in Hong.

kong will from the 1st of September. 1907, be transferred to MESSES. ARRATOON V. APCAR & CO., in the place and stead of Messrs. ROLARIO & Co. Dated the 21st August, 1907.

O Gerente da Agencia DO BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES.

TILLS for all Monies due by me should D be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE. Hongkong, 15th July, 1907. NOW READY.

TUR WINES and SPIRITS PRICE. LIST, will be forwarded on application. In it will be found everything to enit the tastes of consumers QUALITY AND PRICE ARE OUR CHIEF AIM. H. RUTTONJEE & SON,

Wine & Spirit Merchants, No. 5, D'Agailer Street. Hongkong, 23nd August, 1907. 1381

COLONIAL SECRETARY'S DEPT.

TI IS HEREBY NOTIFIED that information has been received from the Military Authorities that MUSKETRY FIELD PRACTICES will be carried out Daily from-MONDAY, the 26th instant, until FRIDAY, the 30th inst., inclusive, commencing at 7.3) A.M., and finishing at Noon, from the South-West_slepen_of Will West.

Colonial Secretary. Hongkong, 21st August, 1907. HONGKONG VOLUNTEER CORPS.

T is proposed to form an Infantry Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS; morning or

A. J. THOMPSON, Captain, Staff Officer H.K.V.U. Hongkong, 27th July, 1907.

BEKENDTGORELSE.

ET danske Konsulat i Hongkong benleder herved alle Vedkommendes Opmaerksomhed pan at Danske der den 7 de April 19:8. og derefter, have haft Hjemsted udenfor Danmark 10 Aar, udsastte sig for at tabe deres danske Indio isret, medmindre de overeusstemmende med Reglerne i Lov of 19 de Marts 1898 § 7-afgive Erklaering om Forbehold af naevnte Ret.

Hongkong den 26 August 1907. ARMIN HAUPT Kongelig dansk Konsul. FRENCH CLASS FOR LADIES.

OMMENCING in September (afternoons). Further information on application to Care of "Daily Press" Office.

Hongkong, 12th August, 1907. FRENCH LESSONS.

TRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English

Apply by letter to- B. R., Care of "Daily Press" Office. Hongkong, 13th November, 1906. 1343 Do You WANT TO

LEARN SHORTHAND

PITMANIC -(GRAHAM and MUNSON Contractions).

TTORATIO C. POLEOCK & Court Reporter

OPENS A NIGHT SCHOOL Un September 1st.

Apply CONNAUGHT HOTEL. Hongkong, 20th August, 1907.

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N ENGLISH SCHOOL-in &-British Colony favoured with a "Magnificent Climate." Preparation by experienced and qualified teachers for Entrance to School in England, or for commercial life in the East. New School House by the sea. Recreations :-HERBERT L. BEER, L.C.P.,

Head Master OWEN LLOYD JONES. Assistant Master. (Undergraduate, London and Oxford.) Hongkong, 23rd August, 1907.

PUBLIC COMPANIES

H. PRICE & CO., LIMITED. TOTICE IS HEREBY GIVEN that the STATUTORY MEETING of Shareholders of this Company will be held in the Offices of the Company, 12, Queen's Roads

Central on WEDNESDAY, the 4th September 1907, at 3 P.M. By Order of the Board of Directors, Dated this 24th day of August, 1907. A: E. ROBINSON.

Mauager. NOTICE.

NTOTICE IS HEREBY GIVEN that Serip Certificate No. 9, marked Wong, bearing date the 27th March 1899, for Five Shares numbered 3446/3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LO 3T and if at the expiration of Two Months from the date hereof the above document be not forthcoming. a New Scrip Cartificate will be issued to the said Mr. Ho Poon-Shuk and thereafter, no other scrip will be acknowleded by this Dated the 12th day of August 1907.

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED, Tong Tze SAU, Secretary.

INSURANCES

NTORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. FOTAL FUNDS AT SIST DECEMBER, 19 15 £17,837,119,

AUTHORISED CAPITAL ... £3,000,000 SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL II. FIEE FUNDS 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents.

THE GLOBUS INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are

Hongkong, 27th April, 1907.

propared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1906.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX LA-CHAPELLE

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Ourrent Rates. REUTER, BROCKELMANN & CO.

Hon kong, 21st April, 1897.

HONGKONG DIRECTORY

AUCTIONEER.

Peterson uncontrated A STATE IV. M. Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

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OREGON PINE LUMBER. DODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Prices may be obtained on

application. Hongkong, 26th July, 1907. PHOTOGRAPHY. WNERS of Rollfilm-Cameras will be

interested in NON CURLING SINGLE LEAF-ROLL FILMS. "No more waiting till all the films of one spool are developed. Each film can by removed and developed

separately. Now kept in stock: size 31 to 41=3 by 10.5 cm. Spools of 12 films cost \$1.90 postage paid. Send money (postage stamps) with order to E. A. ROESE, Swatow. All other sizes will be ordered on application.

> IRON MERCHANTS. E. HING & Co.

DEALERS in Iron, Steel, Metals, Hard-ware, Muntz's Metal, Steel Bailer and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing We Street (Lane from 171, Queen's Read to 168, Des Your Road Central) Telephone No. 413. Hongkong, 1st March, 1307.

AUCTIONS

PUBLIC AUCTION

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to Sell by Public Auction. For account of the Estates of the late H. H. JUST, A. J. BOWDEN, J. WANDRAK and P. J. BLICK, deceased,

TO-DAY (WEDNESDAY): the 28th August, 1907, at 11 A.M. at their Sales Rooms, No. 8, Des Voux Road, Corner of Ice House Street, THE GOODS AND CHATTELS belonging to the above Estates. TERMS :- As usual.

HUGHES & HOUGH.

Government Auctioneers.

PUBLIC AUCTION.

Hongkong, 27th August, 1907.

THE Undersigned have received instructions to sell by Public Auction, On THURSDAY, the 12th September, 1907, at 11 A.M., at the Naval Yard. THE FOLLOWING :---

Single Screw Steam Tug "SOLENT," Length over all 100 feet. Breadth 174 feet. Load Displacement 150 tons. Built by Cox & Co., Falmouth, 1835. Propelling Machinery-one set of surface condensing compound engines.

Fitted with steam capstan and winch, orane derrick and steam training engines. 3 bladed gun-metal propeller, &z., &c. This vessel to be abld as she now lies in the Naval Yard Camber. The Admiralty will not be responsible for

any errors in the foregoing description. The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (aturday and Sanday excepted). Inspecting orders can be obtained from the Auctioneers. TERMS :- Cash before delivery ; 25 per cent.

of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 24th August, 1907.

FOR SALE

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS. MIXED STAMPS. ASIATIC STAMPS. 500 for \$ 3,00 100 for \$0.80 1000 , 10.00 150 . 1.75 1500 , 25.00 2000 , 35.00

3000 ... Also Stamps in baga sets, &c., &c. RTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited, GRACA & CO., Hongkong Hotel Corridor.

DIUDAUE. FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER PRONT. DEEP WATER Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906.

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TOOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 19t 7. With INDEX. Price \$7,50. On sale at the "HONGKONG DAILY PRESS Hongkong, 26th July 1907.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日置英中年十五

ON SALE.

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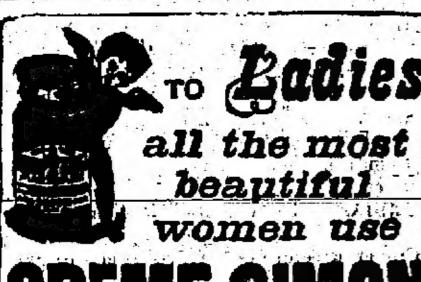
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JAPAN AND KOREA.

The Convention between Japan and Kores may perhaps be counted amongst the unforeseen results of The Hague Conference, comments the Times. The delegation which the ex-Emperor was fatuous enough to send furtively to Europe has led to his own abdication to the limitation of the prerogatives of the Throne, and to the assumption by Japan of the supreme direction of the government of his country. The change was destined to come sooner or later, as the situation created by the Convention of 1904 was manifestly impracticable. But there were reasons why Japanese statesmen might have wished to defer for come little time longer, had th been possible. Even the delegation The Hague might not have precipitated it but for the singularly injudicious suggestion which was made by some of the cosmopolitar advocates of nationalism all round, that possibly the case of Korea might be brought before the Arcopagus of the world in some shape or another. That was too much for Japanese opinion. The old Emperor has ceased to reign and is practically a State prisoner, while the Convention which his son, who succeeds to little more than the Imperial title, has anotioned renders the supremacy of Japan at Seoul absolute and permanent. Marquis Ito, it is true, is stated to have assured an American journalist that the stipulations of that document dispose of the accusations that Japan intended gradually to annex Korea, and that he had opposed annexation as unuccessary and unwise. There is no doubt a technical and formal distinction between the control which Japan will henceforth exercise over Korea and amexation; but, except to liplomatists taking amongst thems alves, the difference may seem so small as to be well nig negligible. By the terms of the Convention Japan takes over the whole substance of power in the executive, the judicial, and the legislative fields of the Korean State. The control of foreign affair; was in her hands already. There is nothing in the domain of government left to Korea, except, apparently, the right of the Emperor to sign rescripts—a right which, we should imagine, he will be chary of exercising without the previous ament of the Japan-ese Resident General. The administration, the enactment of laws, the transaction o important State business, and the appointment of all high officials are expressly made subject to the Resident-General's approval. No member of the Government can be appointed without his recommendation; no foreigners can be employed without his assent, and the provision in the earlier convention for the employment of a foreign financial advisor has been abroguted.

Viscount Hayashi states, we are told, that the agraement embodies Japan's whole programme in Korea. It is, as we have a ready observed, a programme which is likely to give her abundant occupation for some time to come. She his been fortunate in being able to take this important step without the slightest suggestion of a desire on the part of any Power to question her action. By corned, she enters upon her task in most favourable circumstances. It resembles in some respects the task which we have accomplished in Egypt, but in this particular the conditions are different indeed. There are no capitulations, no mixed Courts, no treaties with foreign Powers affecting internal affairs, no boudholders, no serious foreign political and com-mercial interests—outside the interests of the "open door"-in Korea, to tie the hands and set spares for the feet of the Resident-General. Whatever treubles and difficulties may await him, he is at least free from the heatile combination of domestic reaction and of international intrigue. On the other hand, Japan has undeniably one obstacle of unknown proportions to overcome in Korea which has never confronted us in a serious shape in Egypt. The Koreans cherish a genuine and traditional hatrod of the to Europeans who know both peoples, this hatred is probably not unmixed with contempt. One of the most discouraging features about the upper classes of Korea is the overweening complacency with which they regard their own civilization. LTD., Messrs. Brewsk & Co., or from The one Power to whom they pay a willing deference is China. It is from her that they have imported their ideas of religion, of government, and of what they perhaps esteem more highly than either of Court eliquette. With Japan, on the contrary, their enmity is hereditary. There have been old wars between the two States, and Japan's recent evolution on Western lines has doubtless intensified the

estrangement between them.

Japan has to overcome that sentiment if she is

to succeed in the work she set herself to do. Her reputation as a colonizing Power is at stake. The very fact hat she enjoys an exceptionally "free hand" in her dealings with Korea makes her responsibility for success or failure the more prominent in the eyes of mankind. She will be judged by results, and the consciousnes that she will be so judged must put her upon her mettle. If, by a judicious mixture of firmness, of tact, and of patience, she can persuade the masses of the Korean people to acquiesce in her rule, she willhave achieved what we have achieved in Egypt, and she will have given other States a Lesson in the art of reconciling a discontented nationality to a foreign administration directed for their good. The Marquis Ito's declaration that he. and his colleagues must go slowly and steadily is of gool augury for the future. Korna is even amongst the most antiquated of Oriental States a by-word for immovable and unreasonable conservatism. Nothing would shock her ideas and her sensibilities so much as over-hasty reform. It is only bit by bit that she can be won over to acknowledge that, after all, there may be something to be said for Japanese deviations from the ancient ways. There is evidence to show that some of the reforms which have been made under Japanese influence have already recommended themselves to many of the lower orders. The separation administrative and judicial functions, which is explicity provided for by the convention, may make an excellent impression upon them if it is carried out with discretion, though it is a conception generally alien to the Oriental mind. The corruption and unfairness of the old Courts were scandalous, and any steps which ensure impartial justice should tend to soften anti-Japanese prejudice. Interference with the Imperial Court, which has been the centre of intrigue sgainst Japun, is no doubt imperative, but it demands great delicacy and discrimination. The Emperor has always been looked upon as a semi-divine person ga by his subjects, and anything which could be misrepresented as harshness towards him might easily be used by unprincipled. intriguors to inflime their passions. Viscount Hayashi is rapresented as having drawn from the history of recent events in Seoul a leason THE WORKS are well equipped with for the neighbouring Empire which he knows so well. China, he thinks, should take warning ANCES to nadertake BUILDING or from the fate of Korea before it is too late. REPAIRING SHIPS, ENGINES, and The despotism which prevails in Caina is that | BOILERS; and also ELECTRICALon which the despotism that has just been WORK. ended in Seoul was closely modelled. The Japanese Minister for Foreign Affairs is said always kept on hand. owhave described it as the worst-form of The COMPANY has the newerful steamen government" and to have predicted that it "OURA-MARU" (7.12 tons, 700 LH.P. should learn by what has bappened "to put equipped with necessary gear, always ready her house in order before some strong nation. Short Notice.

is moved to do it for her, and imitate events in Secul." That is hardly the form in which a statemen of Viscount Hayashi's experience, who isnt the head of the Foreign Office of his own country, is likely to have expressed his thoughts on the affairs of a friendly nation. They may be his thoughts nevertheless, though he would doubtless have put them in different language had he himself addressed them in his own words to the public.

THE OPIUM QUESTION AND CHINA

The decision arrived at by Mr. Morley on the opium question is a wise one. If the Indian revenue is to suffer severely by abandoning the opium trade with China, proofs must be forthcoming that this self-abuegation is justified. India's interests appear to have been safeguarded in the recent communication to China so far as is compatible with present conditions. The export is to be gradually reduced by a tenth annually, but only provided that China diminishes the local product by an equal amount. This is, of course, but reasonable and none the less so because informed opinion has long suspected that scarcity of the Indian drug will merely act as a s'imulant to poppy cultivation in China. Presuming, howver, that the Chinese Government are acting in good faith, it is questionable whether they are capable of eradicating a hab t that has become part of the national life. The prohibitive duty placed on the importation of morphia has been singularly unsuccessful in checking its consumption. Though the custom's returns only show ounces it is notorious that tons of morphia have Jately been smuggled into China. These are sufficient reasons for demanding that the proofs fur ished by China as to the results of her own anti-opium legislation should be complete. Their request for a Chinese official to be stationed at Calcutta has been accoded to, but only we trust with the proviso that British officials are given the fullest opportunities of investigating the case in C iina. It is on their report that future action should depend and not on Chinese promises, assurances or even returns which experience has shown to be utterly untrustworthy .-Times of India.

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Hongkong, 17th August, 1907. HONGKONG SAVINGS BANK.

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Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the Honokong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shangha-BANKING CORPOBATION. J. R. M. SMITH Chief Manager. Houghong, 12th January, 1907.

NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up). Reserve Fund Fl. 2,112,570.36 (£176,048)

HEAD OFFICE: AMSTERDAM. THE HAGUE. SUB-OFFICE: HEAD AGENCY : BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoo, Bandoong und Weltevreden. RRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta,

Bombay, Madras, Colombo, Karachi Dieddal, Bangkok, Saigon, Shanghai BANKERS: THE WILLIAMS DEACONS BANK, Paris: COMPTOIR NATIONAL D'ESCOMPTE DE

Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS MT DES PAYS BAS. Vienna: UNION BANK. Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description Banking and Exchange business.

INTEREST ALLOWED. On Current-Account at the Rate of 2% per annum on the Daily Balances. On Fixed Deposits; 12 montus 4% per annum: do. 6 do. 31% do.

3 do. 3% do. J. BOETJE, Manager. No.16, Dee Vour Road Central

ADVERTISED

ARRIVALS: AMARA. British str. 1,654, C. J. Mattock, 26th August-Swatow 25th August, Ballast-Jardine, Matheson & Co. CHEANG CHEW, British str., 1,214, Russell, 27th August-Singapore 20th August,

General - Chinese. CHOWTAI, German str., 1, 115, W. Mollermann, 27th August-Bangkok 16th August, Rice and Teakwood-Butterfield & Swire. INDRAVELLE, British str., 3,768. S. Cullington. 17th August-New York 30th June and

Eingapore 20th August, General-Shewan, PRINZ-HEINRICH, German str., 3,902, Paul Grosch, 26th August-Hamburg 18th July and Singapore 22nd Ang., Mails & General

-Melchers & Co. P. R. LUITPOLD, German str., 3 920, H. Kirchner, 27th August-Shanghai 23rd and Foschow 26th August, General - Melchers

SHACHSING, British str., 1 805. W. McIntosh, 27th August-Shanghai 23rd Aug. Gen. eral-Butterfield & Swire.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. 27th August. Charpchow, British str, for Amoy. Rupeh, British str.; for Haiphong. Kucichow, British str., for Tienteio. Shachsing, British str., for Canton.

DEPARTURES. 27th August. ANGRIN, German str., for Bangkok. AUSTRIA, Austrian str., for Singspore DAGNY, Norwegian str., for Canton. GLENFALLOCH, British str., for Amoy. HAIDEN, British str , for Swatow. KIANG PING, Chinese str., for Haiphony. KINTUCE, British str., for Singapore. ALIBERIA, German str., for Shanghai. MATHICDE, German str., for Holbow. MEEFOO. Chinese str., for Canton. NANSANG, British str., for Shanghai. PRINZ HEINRICH, German str., for Shanghai. SHOSHU MARU, Japanese str., for Swatow. SIKH, British str., for Shanghai. SOCOTRA, British str., for Kobe. TAMING. British str. for Manile.

SHIPPING REPORTS. The British str. Amara reports: Fresh S. W. wind, clear weather, The British str. Shaphsing reports: Moderate to fresh B.W. wind & S. E. swell, clear weather.

VESSELS IN DOCK August 27th. ABREDEEN DOCKS .- Carl Diederichsen.

KOWLOON DOCKS-Vigilante, Hailan

COSMOPOLITAN DOCKS.—Ascot.

VESSELS ON THE BERTH KISEN KAISHA.

SOUTH AMERICAN LINE. Regular Steamship Service between Hongkong

CALLAO AND IQUIQUE, VIA JAPAN PURTS (Karateu, Kobe and Yokohama.) With option to Call at Mexican and other

Steamers To Sail Tons " "GLENFARG" 3,500 Noon 30th Aug. "KASATO MARU" 6,100 Mid. of October. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Building.

Hongkong, 27th August, 1907. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENE-LAND PORTS, and taking througe Cargo to ADBLAIDS, NEW ZBALAND, TASMANIA, &c.

THE Steemship

EASTERN. Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at Noon. This well-known Steamer is specially fittee for Passengers, and has a Refrigerating Cham ber, which ensures the supply of Fresh Provi-This Steamer is installed throughout with the Electric Light... A Stewardees and a duly qualified Surgeon

are carried. N.B .- To assure the additional comfort o: passengers the steamers of the Company have electric fans fitted in statercoms, For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hngokong, 7th August, 1907. COMPAGNIE DES MESSAGERIES

MARITIMES. FOR SHANGHAL, KOBE AND

YOKOHAMA. THE Steamship

"AUSTRALIEN. Captain Verren, will be despatched for above Ports on or about MONDAY, the 2nd September.

For Freight, or Passage, apply to . G. DE CHAMPEAUX. Hongkong, 27th August, 1907.

CHINA COMMERCIAL S.S. CO., LTD. NOTICE.

FOR SALINA CRUZ, MEXICO. THE Steamship

"DAPHNE," Capt. E. Schipper, will be despatched for the above Ports VIA Kuchinotzu, JAPAN, on THURSDAY, the 5th September, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mansions.

FOR VLADIVOSTOCK.

Hongkong, 27th August, 1907. 1413

THE Steemship

"VINE BRANCH" will be despatched as above on or about 10th

Hongkong, 7th August, 1907.

For Freight and further particulars, apply to DODWELL & CO., LTD.

To assertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," toge ther with the number denoting the section.

VESSELS

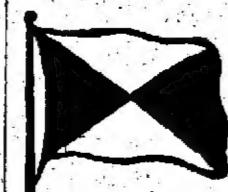
I. From Green Island to the Harbour Master's . 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

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ul	Destination .	A POSET S NAMES	PLAG & RIG	BRRTE	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED	
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h,	LONDON &C., VIA USUAL PORTS OF CALL		Brit. str	 -	G. H. C. Weston, R. N.R.	P. & O. S. N. Co.	On 7th Sept., at Noon.	-07
7.	LONDON & ANTWERP VIA SINGAPORE, &C		Brit. str		G. M. Montford, R.N.B.	P. &. O. S. N. Co.	About 28th inst.	i
	MARSEILLES, &c., V A POBTS OF LAIL	Polykesien	frenstr		Втос	MESSAGERIES MARITIMES	On 3rd Sept., at 1 P.M.	1
	MARSEILLER, HAVRE & COLENHAGEN	TRANQUEBAR	Dan, str			MILCHERS & Co.	Middle of September.	1
•	NAPLES, GINCA, GIBRALTAR SOUTHAMPTON &C.		Ger. str		Wünnenberg	HAMBURG-AMERIKA LININ	On 17th September,	
	NAPLES, PLYMOUTH, BAVRE & BAMBURG.	HABSBURG	Ger. etr.		H. Kirchner	MELCHERS & Co.	To-morrow, at Noon.	1
	NEW YORK	SATEUMA	Ger. str Brit. etr		Filler	DODWELL & Co., LTD.	On 4th September.	
	RUSTON & NEW YORK	GHAZEE	, Brit, etr. ,.			DODWELL & Co., LD.	On 7th September. On 14th September.	
. 7	VANLOUVER VIA EHANGBAI JAPAN, &c	EMPRESS OF JAPAN		i mo.	### 446 Ass Ass Ass Ass	CANADIAN PACIFIC R. Co	To-morrow, at 4 P.M.	
	VANCOUVER VIA SHANGHAL JAPAN, 4c	TARTAR		2 m.	102 2 100 5 110 500		On 11th Sept., at Noon.	1
	VICTORIA (B.C.) & TACOMA VIA JAPAN		Am. str	- 196	T. W. Garlick	DODWELL & Co., LTD	On 10th September.	
	SALINA CRUZ, MEXICO VIA JAPAN	DAPHNE	Ger. atr	-	E Schipper	CHINA COMMERCIAL 8.8. Co	On 5th Sept., at 5 P.M.	
	CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	GLENFARG	Brit. str.	4		TOYO KISHN KAIBHA	On 30th inst., at Noon.	
	AUSTRALIAN PORTS VIA PORT DALWIN &c	EASTERN	Aus. str		McArthur	GIBE, LIVINGSTON & Co	On 31st inst., at Noon.	-
•	AUSTRALIAN PORTS VIA MANILA	TRINAN	Brit. etr.	- 1 m.	C, Lindbergh	BUTTERFIELD & SWIRE	Un 7th Sept., at 4 P.M.	-
	AUSTRALIAN PORTS VIA MANILA	I RINZ EIGIOMUND,	Ger. str		D. Lenz	MELCHERS & Co	On 12th Sept., at Noon.	
	VLADIVOSTOCK	VINE BRANCE	Brit str			DODWELL & Co., LTD.	About 10th Sept.	
	YOKOHAMA AND KUBE	CHINGTU	Brit. str		W. B. Brown	Butterfield & Swife	On 10th Sept., at 4 P.M.	1
2.8	JAPAN	TILIWONG		9.6	Jurriaarse.	JAVA-CHINA-JAPAN LIJN	Quick despatch.	1
	CHEFOO & NEWCHWANG	CHEONGBHING	Brit. str		S. J. Pavne	JARDINE, MATHESON & Co., LD.	On 31st inst., at 4 P.M.	1
1	f 1977 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	KANCHOW	Brit. str		Dowson	BUTTERFIELD & SWIRE	On 7th Sept., at 4 P M.	
	SHANGHAI, & YOKKAICHI	AMARA	Brit, etc			BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
	SHANGHAI, MOJI, KOBE, & YOKOHAMA	MANILA	Brit. str		F. E. Andrews, R.N.R.	P. & O. S. N. Co.	To-morrow, at 4 P.M. About 30th inst.	'
	SHANGHAI, KOBE & YOKOHAMA	RHENANIA	Ger. str		v. Hoff	HAMBURG-AMERIKA LINIE	On 1st September.	
ī.,	SHANGHAI, KOBE & YOKOHAMA	AUSTRALIEN	Fr. str		Verron	MESSAGERIES MARITIMES	About 2nd September.	1
	SHANGHAI	DRLTA	Brit. str		C. L. Daniel, R.N.R.	P. & O. S. N. Co.	About 5th September.	1
	SHANGHAL KOBE & YOKOHAMA	SUEVIA	Ger. str	k, w.		HAMBURG-AMERIKA LINIB	On 14th September.	E
	SWATOW & SHANGHAI	KIUKIANG	Brit, str	l m.	H. A. Wavell	BUTTERFIELD & SWIER	To-day, at Noon.	
	SWATOW & SHANGHAI	LINAN	Brit. str	l m.	Williams	BUTTERVIELD & SWIRE	To-day, at 4 P.M.	1
	SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co	On 30th inst., at 2 r.m.	1.
	SWATOW & SHANGHAI	SHAOHSING	Brit. str	l m.	F. D. Northcombe	BUTTERVIELD & SWIRE	On 31st inst., at 4 P.M.	
,	SWATOW, NINGPO & SHANGHA1	CHINKIANG	Brit. str	l m	Robertson	BUTTERFIELD & SWIEE	On 31st inst., at 4 P.M.	-
	TAMBUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str		I. Sakurai	OSAKA SHOSEN KAISHA	On 1st Sept., at 10 A.M.	
9,	MANILA	LOONGSANG	Brit. str		F. Wheeler	JARDINE, MATHEBON & Co. Ld.	On 30th inst., at 4 P.M.	١,
	MANILA	ZAFIRO	Brit. str.		A. Fraser	SHEWAN, TOMES & Co	On-7th September.	4
	MANILA CERT & TIOTTO	RUBI	Brit. str		R. Almond	SHEWAN, TOMBS & Co.	On 14th September.	
-	CEBU & ILOILO KUDAT & RANDAKAN	RAIFONG	Brit, str.	lm.	E. Finlayson	BUTTERFIELD & SWIER	On 3rd Sept., at 4 P.M.	1
i	SINGAPORE; PENANG & CALCUTTA	FOOKSANG	Gor. str.	-	F. Sembill	MELCHERS & Co.	About 31st inst, 9 A.M.	1
. [SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. etr.	1, 4	W. E. Sawer	JARDINE, MATHESON & Co. LD.	To morrow, at 3 P.M.	
-	BATAVIA, CHERIBON, SAMARANG, &c	TJIBODAS	Dut. str.	e , e	E J. Buller	JANDINE, MATHESON & Co., LD.	On 3rd Sept., at 3 P.M.	-
	COTIDA DA VA ATAMAMAN	CHIBETORO MARU	Jap. atr	3 20 10	Zwart H. Yamamoto	JAVA-CHINA-JAPAN LIJN	On 30th inst., at D'light	
	SOURABATA (DIRECT)	THE PARTY AND THE PARTY AND	Ombi. dell.		4, 11, 11, 11, 11, 11, 11, 11, 11, 11, 1		On soon man, no Dagat	li
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INDO-CHINA STEAM NAVIGATION CO.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). STRAMBER * SINGAPURE, PENANG & CALCUITA "FOCKSANG" ... Thursday, 29th Aug., 3 P. A. † SHANGHAI and YOKKAICHI "AMARA"...... Thursday, 29th Aug., 4 P.M. "LOON GSANG" Friday, 30th Aug., 4 P.M. * TIENTSIN..... "CHEONGSHING"Saturday, 31st Aug., 4 P.M. . SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Tuesday, Srd Fept., 3 P.M. REDUCED FARES TO STRAITS AND CALCUTTA. Hongkong to Singapore 1st Class, Single \$ 65.

* There Steamers have super or accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientein, Newshwang and Yangtere Ports For Freight or Panage, aprly to JARDINE, MATHESON & Co., I TD,. Hrngkong, 28th August, 1907. GENERAL MANAGERS.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

57.74 5111	TONS.	POR	SAIGING DATE.
ZAFIRO	2540 A. Fraser	Manila	On 7th September.
RUBI	2540 R. W. Almond.	Manila	On 14th September.
Par Projekt	Dansen sunty to		

SHEWAN, TOMES & CO., GENERAL MANAGER.

Honghong, 26th August, 1967.

Hgenkong, 16th August, 1907.

HONGKONG-NEW YORK. AMERICAN ASIATIO STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to .

SHEWAN TOMES & GENERAL AGENTS.

EAST ASIATIC CO., LTD.,

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN FAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

COPENHAGEN For Further Particulars, apply to Hongkong, 21st August, 1907.

MARSEILLES HAVRE and

MELCHERS & CO.

HAMBURG-AMERIKA PASSENGER SERVICE.

DY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." steamers offer to the public the highest comfort yet attained in ocean travelling. They bave very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are smidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPI ES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first class passengers. Refuntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples and Hamburg.

OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA.

HOMEWARD. FOR THE STRAITS COLOMBO, ADEN SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG

4th September

2nd October

HABSBURG RHENANIA 1st September HOHENSTAUFEN 1st October HOHENSTAUFEN ... 30th October SILESIA

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD: RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... lat Sept. SUEVIA FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept. BRIEGAVIA ... FOR SHANGHAI, ROBE & YOROHAMA ... 26th Sept,

NEXT SAILINGS HOMEWARD: Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Colenhagen,

LISBON, OPORTO, LONDON, LIVERPOUL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NOBTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports. ... NAPLES, PLYMOUTH, HAVRE & HAMBURG HABSBURG

SLAVONIA ... HAVRE & HAMBURG * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Salcon and cabins amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY CONNECTING AT TACOMA WITH NORTHERN PACIFIC BAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA MOJI, KOBE AND YOKOHAMA,

Steamer	ra	Tone.	Captain.	,	Sailing Date.	
TREMONT SUVERIC KUMERIC SHAWMUT	1 1.	9,606 6,235 6,232 9,606	T. W. Garlick W. Shotton D. Baird E. V. Roberts		On 10th September. On 1st October. On 15th October. On 6th November.	

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures deadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA

For further information apply to-DODWELL & CO., LIMITED.

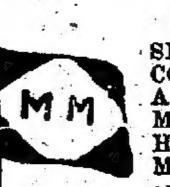
Hongkong, 28th August, 1907

GENERAL AGENTS. Quant's Buildings,

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, AUSTRALIA. ADEN, EGYPT MARSEILLES, LONDON. HAVRE, BORDEAUX MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"POLYNESIEN" Captain Broc, will be despatched MARSEILLES, on TUESDAY, the 3rd September, at 1 P.M. . Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places

Next sailings will be as follows: S.S. " TOURANE " ... S.S. "AUSTRALIEN S.S. "NERA" S.S. "YARRA" ... S.S. "ERNEST SIMONS" ... hah Nov. S.S. "TONKIN" G. DE CHAMPEAUX

Arent. Hongkong, 21st August, 1967.

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMA. RANG, SOERABAIA & MACASSAR. Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

" TJIBODAS," Captain Zwart, will be despatched for the above Ports on or about 4th September. For information as to Freight and Passage apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN York Buildings, 1st Floor. Hongkong, 26th August, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON, PHEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMBRICAN AND SOUTH AFRICAN PORTS

THE Steamship "MARMORA," Capt. G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY. 7th September at Noon, taking passengers and cargo for the above ports in connection with the Company's B.S. "INDIA." 8,000 tons, from Colombo. passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA,"

due in London on 19th October, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to .

E. A. HEWETT. Hongkong, 2fth August, 1907.

REGULAR STEAMSHIP SERVICE WITE LIBERTY TO CALL AT MALABAR.

PROPOSED SAILINGS FROM HONGKONG. FOR NEW YORK, S.S. "SATSUMA" ... 7th Sept. FOR BOSTON AND NEW YORK S.S. "GHAZEE" 14th Sept † S.S. " SIKH" ... 5th Oct.

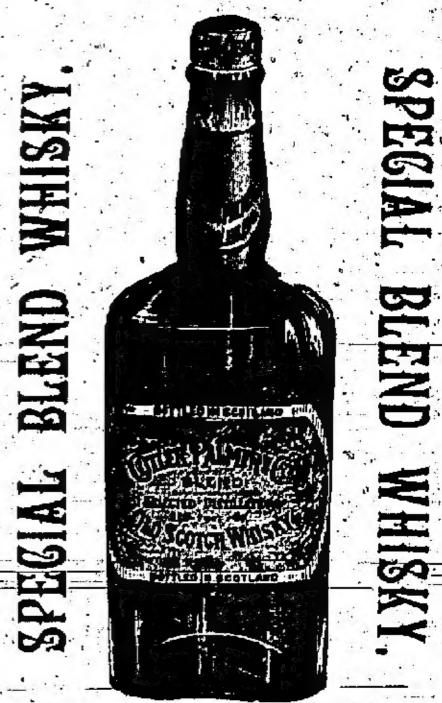
† 1st Class Passonger accomedation. For Freight and further intermation, apply to DODWELL & CO., LD., Agents.

Hongkong, 22nd Angust, 1907. 1226-1254

TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CAN' AS-BELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.

Gutler, Palmer & Go.'s

Sola Agenta



END D

Cutter, Palmer & Co., London.

HONGKONG

	FOR STHAMBES TO SAIL PHMARES.
	SINGAPORE, PENANG, SUNDA About 28th Freight and COLOMBO PORT SAID Capt G. M. Montford August Passage.
	and MARSEILLES Capt G. M. Monttoru
?	SHANGHAI, MOJI, KOBE MANILA About 30th Freight and Passage and YOKOHAMA Capt. F.E. Andrews, R.N.R. August Passage
	SHANGHAI DELTA About 5th Freight and Sept. Capt. C. L. Daniel Sept. Passage.
	LONDON VIA USUAL PORTS MARMORA OF CALL Capt. G.H. C. Weston, R.N.R. Noon, 7th See Special Sept. Advertisement.

For further Particulars, apply to

E. A. HEWETT.

TO BAIL

On 28th Aug., Noon

Hongkong, 26th August, 1907

LIMITED.

	TO THE TAXABLE PARTY OF THE PAR			7.	-0011	4
SWA	TOW and SHANGHAI	. † *	LINAN"		n zem Aug.,	4 P.M.
CHIN	KIANG		KANCHOW "	minner U	n zota Aug.,	4 P.M.
-SWA	TOW, & SHANGHAI	+ 0	BHAOHSING	<u>" 0</u>	n 31st Aug.,	4 P.M.
S1307 A	TOW, NINGPO and SHANGHAI	+ 4	CHINKIANG	" 0	n 31st Aug.	4 P.M.
CERI	and ILOILO	•	KAIFONG"	0	n 3rd Sapt., 4	P.M.
TE A ME	ILA, ZAMBOANGA, PORT			1.00	-	* 1/2
131 72 TA	RWIN, THURSDAY ISLAND,					
DA	KWIN, I HUMODAI IODAND,		" TOTNAN"	0	n 7th Sept.	P.M
\overline{G}	OKTOWN, CAIRNS,		LOIMAN		ar im mobel	3 7 7 9
TO	WNEVILLE, BRISBANE,	1.7		1, 1.		
SY	DNEY and MELBOURNE)	1			BUL O	1
CHE	FOO & NEWCHWANG		KWEIYANG	″ Q	n ith Sept.,	4
VOK	OHAMA and KOBE	* *	CHINGTU"		n there ender?	4 P.M.
	The attention of Passangers is dire	etect	to the superior	B000MM?Q	THOU OHERO	DA PIT 400
steam	ers, which are fitted throughout with	Ele	orio Light, Un	rivalled Ta	ble. A daly	qualified
			_			

+ Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-Hongkong, 27th August, 1907.

BUTTERFIELD & SWIRE, AGENTS.

OSAKA SHOSEN KAISHA REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO.'S S.S. FRIDAY, 30th Aug., SHIBETORO MARU "

SOURABAYA (Direct) at Daylight. Сарт. Н. Улимото SUNDAY Ist Sept., TAMSUI VIA SWATOW ("DAIJIN MARU" at 10 A.M. Capt. I. SAKURAI AND AMOY

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. Taking Cargo on through Bills of Lading to all Yangteze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong 28th August, 1947

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER It days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days Ossan Travel, 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Proposi	D SAILINGS. Tons	(Subject to Alteration LEAVE HONGKONG	
"EMPRESS "TARTAR" "EMPRESS "EMPRESS "MONTEAG	OF CHINA" OF INDIA" LE"	4,425 ,, 6,000 ,, 6,000 ,,	THURSDAY, 29th WEDNESDAY, 11th THURSDAY, 26th THURSDAY, 24th WEDNESDAY, 6th THURSDAY, 21st	Sept 14th Oct. Ost 11th Nov. Nov 30th Nov.

EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon, THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE YOKOBAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVER POOL being 221 days from YOKOHAMA

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Military, Diplomatic, and Civil Services, and to European Officials in the Service of Coins and Japan Governments For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL

NAPLES, GENGA, GIBRALTAR, PRINZ REGENT LUITPOLD "Wedday 2 SOUTHAMPION, ANTWERP Capt H: KIRCHNER Aux, at No.	
'NAPLES, GENGA, GIBRALTAR,) "PRINZ REGENT LUITPOLD" Wedday 2	
SOUTHAMPTON, ANTWERP Capt H. KIRCHNER Aug., at N.	28t

About Saturday, 31st Aug., at KUDAT and SANDAKAN ... Capt. F. SEMBILL 9 A.M.

MANILA, NEWGUINEA, BRIS-Thursday, 12th PRINZ SIGISMUND BANE, SYDNEY and Sept, at Noon. Capt. D. LENZ MELBOURNE -For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 23rd August; 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

STRAMBE FROM	ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS JAPAN	Second half of Aug.	JAVA PORTS	First half o
TJIPANAS JAPAN	First half of	JAVA PORTS	First half of Sept.
TJIKINI JAVA	First half of Sept.	JAPAN	First half of Sept.
TJULATJAP. JAPAN	Second half of	JAVA PORTS	Second half o
TJILIWONG. JAPAN	Second half of	JAVA PORTS	First half o
TJIMAHI JAPAN	Secon half of	JAVA PORTS	Second half of Oct.

imited number of Saloon Passettgers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

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ON MARCH 11th. 8,000 " BUELOW Capt. FORMER. ON MARCH-25TH.

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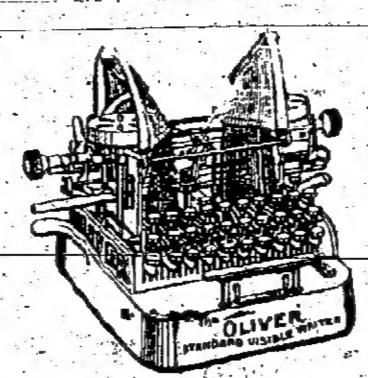
Capt. POLACK. CALLING AT NAPLES; GENOA; GIBRALTAR AND SOUTHIMPTON TO

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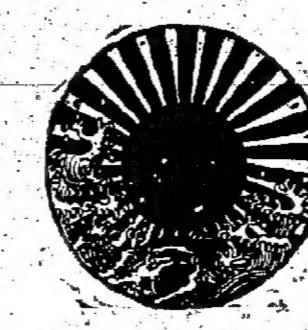
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THE MITSUL BUSSAN KAISHA,

SOLE AGENTS. Hongkong, 12th August, 1907.

MAIL TABLES

FOR 1907. Shows the dates of departure of the Mails to Europe and America, and the dates of their For Demand Drafts on London on the day expected arrival at their destinations, as well as the dates of return Mails.

TABLE OF THE RATES OF EXCHANGE AT HONGKONG For preceding the departure of the English Mails; also Table of the Yearly

ON SALE.

Approximate Averages for 33 Years Mounted on Card ... 30 Cents On Paper on Sale at the Hangkong Daily Press Office Price: \$2 Cash. On sale at the "DATLY Hongkong, 26th January, 1907.

[FROM 1874 TO 1906. Pauss" Office, or Local Booksellera.

SHIPPING IN PORT.

ANDREE RICKMERS, German str., 4,178, Bar, 18th August-Moji 12th August, Coal-Ascor, British schooner, 2,708, John B. Booth,

25th August-Kutchinoten 19th August, General-Dodwell & Co. BORNEO, German str., 1,344, F. Sembill, 24th August-Sandakan 18th Aug., General-

BOURBON, French str., 947, Le Bail, 26th Aug. -Saigon 22nd Aug., General-Chinese. CARL DIEDERICHSEN, German str., 774, T Petersen, 24 h August - Holhow 23rd August, General—Jobson & Co. Changenow, British str., 1,224, H. J. Walker,

17th August-Saigon 13th August, Rice-Butterfield & Swire. CHEONGSHING, British etr., 1,256, T. H. Lishman, 24th Aug. -Tientsin via Chefoo 18th Aug., Railway Rolling Stock and General-Jardine, Matheson & Co. CHINKIANO, British str., 1,2 0, Robertson, 21st

August - Saigon 17th August, Rice-Butterfield & Swire. CLARA JEBSEN, German str., 1,103, Jens Jwersen, 25th August-Java 15th August, Sugar-Jebsen & Co.

DAGNY, Norwegian str., 883, O. Abrahamsen, 26th Aug.-Chefoo 18th Aug., Beans-Angard, Thoreson & Co. PHNE German str., 1,947, Schipper, 2

August-Guaymas 23rd July, Ballast-China Commercial S S. Co. DERWENT, British str., 1,562, J. Jenkins, 16th August-Swatow 15th Aug. -- Chinese. DRUPAB, Norwegian steamer, 1,102, L. Bing, 24th August - Bangkok 14th August,

Emphess of China, British str. 3,006, A. H. Reed, R.N.R., 25th Aug. - Vancouver 6 h Aug, Mails & General -C.P.R. Co. EMPRESS OF JAPAN, British sir, 3,039, H. Pybus, 28th July-Vancouver 9th July, General-C. P. R. Co.

FOORSANG, British str., 1,987, T. A. Mitchell, 25th Aug.—Moji 21st August, General— Jardine, Matheson & Co. GLENFARG, Brit. atr., 2,350, H. W. L. Holman, 16th August-Kobe 11th Angust, General

-Toyo Kisen Kaisha. BAILAN, French str., 377, L. Anders in, 21th August- Hoihow 22nd August, General-

HEIM, Norwegian str., 757, A, Eriksen, 25th Aug. Bangkok 17th Aug., Rice and Salt. Hongkong, French str., 739, E. Coreil. 26th Aug.-Haiphong and Hoihow 25th Aug., General -A. R. Marty.

HUE, French str., 705, J. Pannier, 26th Aug. -Haiphong, Pakhoi, Hoihow & Kwang Chow Wan 25th Ang., General -A. R. Marty. HUPEH, British str., 1,204, H. Mathies, 25th Angust—Hoihow 24th August, General—Butterfield & Swire. JOHANNE, German str., 952, Ipland, 26th

August-Holhow 25'h August, General -Butterfield & Swire.

KIUKIANG, British str., 1,227. Wavel, 21st delivery may be obtained. August-Shanghai 17th August, General -Butterfield & Swire. Куелд, Norwegian str., Hellsoe, 16th August — Moji 9th August, Coals—Order. Киелсиюм, British str., 1,215, Hooker, 21st

August-Chefoo 16th August, General-Butterfield & Swige KUMBANG, British Str., 2,078, E. J. Buller, 26th Ang. Singapore 20th Aug., General

KARAGLEE, Chinese str., 1,648, R. Lincoln, 21st Ang. Shanghai 18th Aug., General LANDRAT SCHEIFF, German str., 1,012, H.

Grandt, 24th August Saigon 19th August. Bice-Siemssen & Co. LINAN, British str. 1,351, Williams, 24th Aug. -Shangnai 19th August, General-But terfield & Swire. LOOSOK, German str., 1,020, M. Engelbart,

24th Aug.-Bangkok 16th & Swatow 23rd Aug., Rice & Wood-Butterfield & Swire MEEFOO, Chinese str., 1,510, C. V. Frigast, · 26th Aug. - Shanghai 23rd Aug., General -Chinese.

NORD, British str., 1,160, Prynn, 22nd Aug.-Singapore 15th August, Oil-McBain. SANDON HALL, British str., 3,293, I. M. Main, 24th An rust-New York 26th June, Case Oil -Standard Oil Co. SHIBETORO MARU, Japanese str., 2,478, H. Yamamoto, 25th August-Kobe 14th Aug.,

Coal-Osska Shosen Knisha. SHINCHIRO MARU, Japanese str., 3,127, T. S.ite, 23rd August-Moji 17th August, Coal-Osaka Shosen Kaisha. SIBRRIA, American str., 5,655, A. Yeeder, 21st August San Francisco 25th July and

Shanghai 18th August, Mails & General-P. M. S. S. Co. SIGNAL, German str., 907, Schlaikier, 25th Aug.-Deli via Swatow 25th Aug., General Jebsen & Co. SKRUMSTAD, Norwegian str., 860, O. Hansen,

21st August-Saigon 17th August, Rice-Aageard, Thoresen & Co. SOLSTAD, Norwegian str., 897, N. Bjarnsgaard, 25th August-Saigon 20th Aug., Rice & Flour-Aagaard, Thoresen & Co.

TANGO MARU, Japanese etc., 4,627, A. E. Moses, 25th August-Seattle 23rd July, General -Nippon Yusen Kaisha. TARTAR, British str., 2,767, N. Davison, R.N.R. 22od August - Vancouver 25th July

Mails and General-C. P. R. Co. TRINTAU, German str., 1,002. H. Bremer, 25th Augus' -- Kohsiohang, Bangkok & Singa-pore 28th August, Rice-N. D. L. WAISHING, British etr., 1,170, Richard, 24th

August Saigon 20th August, Rice-Jardine Matheron & Co. YUNNAN, British str., 1,206, W.O. Jones, 19th August-Swatow 18th August-Butterfield

ZAFIEO, British str., 1,819, A. Fraser, 16th August-Manila 23rd August, General-Shewan, Tomes & Co. BAILING VESSELS.

ALCIDES, British ship, 2,492, J. Cummings 26th. July-from New York, Case Oil-Standard

ECLIPSE OF LONDON, British 4-masted bark,

2,968, L. D. Vance, 24th August-New York 1st May, Case Oil-Standard Oil Co. LYNDHURST, British 4-masted barque, 2,50), Parnell, 25th July-Kobe 1st June, Ballast -Standard Oil Co.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

apply to DODWELL & CO., LIMITED General Agents for Chine and Japan. Hongkong, 4th August, 1898,

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALTA,"

FROM BOMBAY, COLOMBO AND Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowleon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:-

"I'rom London, &c., or s.s. "Mungolia." & "Peninsular."

From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co's Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

Goods-not-cleared-by-the 28th August, at r.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. Claims will be admitted after the Goods have left the Godowns.

E.A. HEWETT, Superintendent. Hongkong, 22nd August, 1907.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA. PENANG AND

SINGAPORE. THE Company's Steamship

'KUMSANG.' baving arrived from the above Ports, Comiguees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., the Sth August, will be

landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., General Managers.

Hongkong, 26th August, 1907. "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. THE STEAMSHIP "SIKH." FROM GLASGOW, LIVERPOOL AND

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their KANCHOW, British str., 1,217, McIntosb, 20th risk into the Godowns of the Hongkong and August - Hongay 17th August, Coal - Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th September, or they will not be recognised.

All broken, chared, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th inst, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LTD., Hongkong, 26th August, 1907. AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY. NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAL THE Company's Steamship

AUSTRIA." having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before

Noon on the 31st inst, or they will not be ". No Fire Insurance has been effected, and any Goods remaining in the Godowns after the

31st inst., will be subject to rent. Hills of Lading will be countersigned by SANDER, WIELER & Co.,

NOTICE TO CONSIGNEES.

Hongkong, 25th August, 1907.

THE H.A.L. Steamship

LIBERIA Captain Kunisel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alcugaide.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Good remaining

undelivered after the 2nd September, will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they. will be examined on the 2nd September, at 3 P.M. No. Fire Insurance has been effected. HAMBURG-AMERIKA LINIE

Hongkong Office. Hongkong, 26th August, 1907.

FOR EUROPE & AMERICA. INDIA, AUSTRALIA, &C.,

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1896. Supplementary Commercial, 1903

vention, 1895; Commercial, 1896; New Ports

ARRIVAL AT HOME.

August 23rd-Ernest Simons, Christiania,

AGENTS .

LANE, CRAWFORD & CO...

HONGKONG

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